

D. ORAL COMMENTS

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CITY OF SANTA CRUZ

JOINT CITY COUNCIL/PARKS AND RECREATION COMMISSION

SPECIAL PUBLIC HEARING

REGULAR MEETING

MARCH 28, 2006 - 7:00 P.M.

COURTESY COPY
OF
CONDENSED TRANSCRIPT

Item 26. ARANA GULCH MASTER PLAN DRAFT EIR (PK340)
That the City Council and Parks and Recreation
Commission accept oral comments from the public
regarding the Draft Environmental Impact Report for the
Arana Gulch Master Plan.

MAYOR MATHEWS: At this point I think it's

1 appropriate that we start with comments from the public. 2 I'd like to get a show of hands, and maybe if a couple 3 of people could help me count. And leave your hands up 4 if you'd like to speak. So a couple of people help me 5 here. And please raise your hand if you intend to 6 speak. 7 I think I'm going to ask for -- let's see. You 8 will actually not be making comments and decisions here, 9 so the sole purpose is to hear from the public. So I 10 think we'll just go -- if we go for three minutes each 11 that gives us -- that's too long. Two minutes. 12 COUNCILMEMBER ROTKIN: That's four hours. 13 MAYOR MATHEWS: 40 people, 2 minutes, 80. That 14 will be an hour and a half. I think we can do it in 15 that. 16 COUNCILMEMBER ROTKIN: What is it? 40 times 30 17 is 120. Two hours. Want to do three? 18 MAYOR MATHEWS: All right. Three minutes then. 19 So we will then begin comments. When you come up, 20 please identify yourself by name and make your comments. 21 And remember that when the yellow light goes on, you 22 have 30 seconds left, and when the red light goes on 23 your time's up. 24 DANIELLE KISSINGER: Okay. We're the students 25 from Seabright Montessori School, and we go to Arana Page 2	1 Briefly, I think the Draft EIR report is 2 appropriate for what was presented, but significant 3 issues were omitted from the presentation. One is the 4 historical presence within the upper part of the edge of 5 the park. It would be archeological with the dairy farm 6 and should be identified and preserved. Now this is in 7 conflict with the area, the upper area which is not 8 zoned or considered within this park as being part of 9 the park. In the last presentation the -- in 2002, they 10 set -- the city council set it aside to have it sold 11 off, the upper part, and so the zoning isn't taken care 12 of. 13 This plan has been around for a good number of 14 years and has been flawed for a good number of years. 15 The EIR is built upon a flawed plan. Basically, you 16 want to retain the integrity of the park for the west 17 side -- or east side and you want to be able to have an 18 east/west passage for bicycles and you want the 19 environment to be retained. The original plan, which 20 the EIR is based upon, is flawed. First off, you should 21 have compacted granite paths, instead of asphalt, if you 22 want to retain some semblance of the environment. And 23 the paths should be bifurcated to lower the impact level 24 of an eight-foot asphalt super highway for bicyclists: 25 If you do granite, compressed granite rock, compressed Page 4	D-1
1 Gulch once a week and we study there with a naturalist 2 that teaches us. And I think that if we put paved paths 3 in that it won't be as natural. But I think we should 4 definitely put a bridge in so bicyclists can ride 5 through. 6 GOVINDA SWANSTHORN: I'm Govinda from Seabright 7 Montessori, and I go there once a week with Tim, our 8 naturalist, and we play of bunch games there and learn a 9 lot. And I'm thinking if we put a bunch of trails 10 there, it might kind of disturb some of the stuff there. 11 And so I'm proposing that you should put a bridge for 12 bicyclists so they can pass through. 13 JACOB KISSINGER: I don't want to. Here, you 14 go first. 15 DANIELLE KISSINGER: I think that if too many 16 people come there that it won't be as natural and a lot 17 of the wildlife animals and stuff will start leaving. 18 SKYE GREGG: I think that's it. 19 JACOB KISSINGER: And that none of the birds 20 will lay eggs there. 21 MAYOR MATHEWS: Thank you very much for your 22 comments. 23 DAVID ESEZIUS: David Esezius from Santa Cruz. 24 I want to thank the kids. I think they did a great job 25 in presenting what the issues are. Page 3	1 granite path bifurcated, one way/one way coming and 2 going, it will be much better. 3 I assume that you have a bridge over Arana 4 Gulch, because that's the only way the east/west bicycle 5 path will be successful. You do have two bridges, one 6 going over Arana Gulch and the other going over Hageman 7 Gulch. 8 This is the tarplant. I think the best way to 9 bring back the tarplant is to bring back the cows. And 10 I think the benign neglect that has been exhibited by 11 the city council in trying to take care of the tarplant 12 has killed those little suckers. But the cows enable 13 things to thrive quite well. 14 The basic problem with this whole plan is the 15 foundation is built upon politics. This park was held 16 as a pawn to get the 32-mile Union Pacific right-of-way 17 purchased. In other words -- 18 THE CLERK: Your time is up. 19 DAVID ESEZIUS: -- in other words, that was 20 going to be the right-of-way for the railroad. 21 MAYOR MATHEWS: Your time's up, Dave. 22 ESEZIUS: I got it. 23 And this park is the pawn to that, so it all 24 has politics in back of it. Thank you. 25 PAT DELLIN: Good evening, Mayor Mathews, Page 5	D-2
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1 members of the council, and members of the parks and rec
2 commission. I'm Pat Dellin, and I'm the acting
3 executive director of the Santa Cruz County Regional
4 Transportation Commission.

5 Our Regional Transportation Commission has
6 supported this project for many years. In fact, I was
7 at the office this afternoon and looked up an old
8 regional transportation plan from 1986, and that's when
9 we started talking about this connection, the bikeway
10 connection between the Live Oak-Capitola area and the
11 Santa Cruz area. This connection is very much needed so
12 that people can choose alternatives to driving their
13 cars between Capitola, Live Oak and Santa Cruz. It is
14 very much needed. We've been planning it for 20 years
15 now, and the Regional Transportation Commission has
16 allocated a significant amount of funding for this
17 project, over \$15 million at this point, that over 10
18 years ago they allocated that money and they've been
19 protecting it ever since. Even though there is lots of
20 people that would like to use that money for other
21 projects, we've been protecting it and hoping that the
22 city council would move along with this project and
23 implement it soon. I know that there's a lot of
24 competing interests, and I think your consultants and
25 staff have done an excellent job in meeting those

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1 competing interests.

2 I believe that the ADA compliant project that
3 you're proposing is exactly appropriate for this. As I
4 understand it, there's no other greenbelt that you can
5 have a wheelchair user be in, and so this will help
6 access to the resources of the greenbelts to wheelchair
7 users and other people who have limited mobility.

8 In addition, I believe that the paved trails
9 are necessary to this. I understand that the Arana
10 Gulch bridge has been set aside, and I think that's
11 appropriate for this project, considering all the
12 competing interests.

13 I also want to talk to you as somebody who
14 lives just two blocks from Arana Gulch and who has
15 visited there on countless occasions with my dogs and my
16 friends and has seen how the place is laid out, and I've
17 probably walked on every one of those paths several
18 times. I believe that this is totally -- would be a
19 good use of this space to have people be able to access
20 it from the Seabright neighborhood as well as from the
21 neighborhood that I live in. And I do not think having
22 some more bicyclists or some more people with
23 wheelchairs or with their baby carriages in there is
24 really going to disturb the environment significantly.
25 I believe that, and the commission, our Regional

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1 Transportation Commission, believes that these kinds of
2 areas should have universal access, that everybody
3 should be able to access these areas.

4 So as both a neighbor of the project, I'm very
5 much in support of it, and also as the transportation
6 commission executive director, I urge you to move
7 forward with this project in the near future. Thank
8 you.

9 COUNCILMEMBER ROTKIN: Thanks.

10 MAYOR MATHEWS: I think I hear some boos and
11 some hisses out there. And I'm going to ask you once,
12 and hopefully this is the last time, to listen to one
13 another's comments respectively -- respectfully.
14 Boing, hissing, et cetera, does nothing to advance the
15 conversation and the presentation of ideas, so --

16 MALE SPEAKER FROM AUDIENCE: Good call!

17 COUNCILMEMBER ROTKIN: Neither will shouting
18 out help.

19 MICHAEL POSNER: Michael Posner, director of
20 People Power, which is an advocacy group for bicycling
21 and sensible transportation in Santa Cruz County. We
22 have 350 members throughout the county.

23 People Power is supporting this compromise.
24 It's a compromise that provides access to the park and a
25 way for bicyclists to ride from Santa Cruz to the east.

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1 I appreciate the work the staff has done.

2 In my opinion, this one-bridge alternative has
3 less than half the impact of the original proposal while
4 providing much of the same utility for cyclists. When I
5 same "the same utility," let me get clear, you shouldn't
6 put in this path for me. Athletic, confident cyclists
7 will ride Soquel, we ride it now, and we'll ride it
8 better once there's a bike lane. This path is for timid
9 cyclists, people that are trying to get away from their
10 cars, do something good for the environment, deal with
11 health issues, and they are afraid to ride on major
12 streets like Soquel or Murray, and they cannot ride on
13 the freeway.

14 So this path is in itself an environmental
15 mitigation, and I hope that the environmental impact
16 will include the decreased air pollution and water
17 pollution that will happen when hundreds of cyclists,
18 when hundreds of drivers start to ride, not just to the
19 east about everywhere in town. Once this limit to where
20 you can ride is removed, people's lifestyles will slowly
21 change and it will slowly change so that people get
22 around in the city. And that is the quintessential
23 overriding environmental concern, because,
24 quintessentially, human cultural impact, of which cars
25 are a huge emblem and a huge problem, is the problem

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1 with the environment.

2 I'm going to agree with David Esezus for once
3 about a bifurcated path and the necessity of grazing.
4 No one is going to claim that a bike path will not have
5 a negative impact on the tarplant habitat; however,
6 compared to grazing, it's a very small impact. The
7 benign effect, as he said, of not grazing has had a much
8 higher impact on this important species than any bike
9 path will.

10 With regard to the other alternatives, we think
11 the preferred alternative is the best. Like I said, it
12 does help preserve much of the park and allows for a
13 path across. If the community as a whole needs to
14 support alternative 2 or 3, I think it would be more
15 expensive to the city to maintain those dirt paths. I
16 know what it's like to build and maintain dirt paths
17 along the rail corridor. But I think -- you know, I
18 think if that's what the community wants to do, it will
19 still have a fair amount of utility for new bicyclists.

20 And, lastly, with regard to Arana Gulch as a
21 path. This is a cool -- as a park, excuse me. This is
22 a cool plan. We're talking as a city about making a
23 park that you can only get to by foot or bicycle. I
24 mean the plan itself, and this is largely due to the
25 neighbors and other environmentalists here, many of whom

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1 oppose my views for the path, but I want to thank them,
2 because we have a park that it's awesome. There won't
3 be any car parking in this park. You have to get to it
4 in a way that is environmentally sensitive, and that's
5 great no matter what happens. And I guess that's about
6 all I want to say. Thank you very much.

7 COUNCILMEMBER ROTKIN: Thanks.

8 JEFF CAPLAN: Good evening, members of the
9 council and parks and reckon -- or parks and rec
10 commission. I'm am Jeff Caplan, and I'm a timid
11 cyclist, so let's just get that out of the way.

12 For many years I've lived on the west side and
13 commuted and went downtown. And when time came for my
14 family to try and get a house that was affordable, we
15 moved to Live Oak. And so for the past 10 years I've
16 been unable to bicycle from my home to downtown, because
17 I really don't see any safe way to get there. And,
18 believe me, I've tried carrying my bicycle up the steps
19 at Frederick Street Park when you've a bag full of
20 groceries from the farmers' market or coming back from
21 the farmers' market and it can be very dangerous.

22 So I'm here today to very much support the
23 development of a safe path and the bridge across Hageman
24 Gulch.

25 Currently, as Mike had mentioned, there are

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1 routes that people can take, but they really aren't
2 safe. If you've ridden your bike along Soquel Avenue,
3 you know what I'm talking about.

4 I think this will be access for more than just
5 bicycle commuters. And I think increasingly we're
6 looking at ways that we can get people out of cars onto
7 their bicycles, people who live in the Live Oak area.
8 And I live off of 30th and Brommer. Children and
9 families that have the opportunity on Bike to School Day
10 to lead a chain of 10 kids to go pick up all the
11 vegetables and fruit and things that are maybe
12 distributed at Live Oak School, and, believe me, it's
13 very difficult to get 10 kids back from downtown Santa
14 Cruz without putting their lives at risk. I really
15 appreciate the kids who have spoken tonight, and I'm an
16 educator, but one thing we need to do is make a way for
17 kids to get across town and make a way for families to
18 get across town. There really is no way. And I've
19 said: You know, guys, you wouldn't do this if you
20 weren't with an adult. You wouldn't do this. My own
21 son, who continued to go school downtown after we moved
22 to the east side, he couldn't ride his bike anymore as
23 he had. He had to take the bus, because there really
24 wasn't any safe way to get across.

25 Now, I am definitely an environmentalist, an

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1 environmental supporter. I went to UC-Santa Cruz. I
2 was, you know, very supportive of all kinds of
3 environmental concerns. So I've kind of got an internal
4 conflict. And it's very ironic, because I teach
5 conflict resolution in the schools, so I should have a
6 process for resolving this very quickly and expeditedly
7 [sic].

8 The bottom line is there are very pulling
9 concerns here. They're concerns of the neighbors and
10 the people like myself who want to see the environment
11 left as pristine as possible, and then there are the
12 long-term concerns about how do we help people respect
13 the environment but also respect the air and respect,
14 you know, the transportation alternatives that we have.

15 So in summary, I think that the preferred
16 alternative is a good win/win solution. I think it is a
17 good way that we can meet environmental concerns. I
18 think it's a way we can get more kids to see Arana Gulch
19 on the way to bicycling to their school or bicycling to
20 their friend's house. And so overall, I think it's
21 responsive to all the -- many of the concerns we have.
22 So I support the Hageman Bridge and the paved path.

23 THE CLERK: Your time's up.

24 JEFF CAPLAN: I know that -- thank you very
25 much.

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1 PIET CANNON: Good evening, city councilmembers 2 and park commissioners. My name is Piet Cannon, and I'm 3 with the Bike to Work Day program. And the Bike to Work 4 Day program has been going on in Santa Cruz for 19 5 years. And in those 19 years, year after year, the 6 number one obstacle people say why they don't ride their 7 bicycles more often is because they don't have safe 8 places to ride. And a couple of years ago the city and 9 the university spent a good amount of money doing a 10 massive transportation study and in that study did a 11 survey. But, once again, the number one reason why 12 people said they didn't ride their bicycles more often 13 in the city of Santa Cruz, you know, whereas they could, 14 you know, they live close enough to work or they live 15 close enough to shopping, was they didn't feel like the 16 streets were safe enough to ride. 17 So this connection, the east/west connection 18 provides a safe place to cycle. And also it's 19 important, because I think we're going to be providing a 20 connection for a lot of novice cyclists, that it be 21 paved. Because unstable ground will not accommodate as 22 many cyclists otherwise. 23 Also, I wanted to talk about what kind of 24 numbers you can expect with a trail. We did a study in 25 Monterey, and the Monterey bike path, which is, you Page 14	1 automobiles. So personally I try to limit my use of 2 automobiles as much as I can. I put more miles on my 3 bike just doing commuting and shopping every year than I 4 do on a car. 5 Now, while I've been here visiting, I have been 6 completely car-free. And for my five weeks I've 7 borrowed a bike. And actually my family has borrowed 8 two bikes and a trailer. And knowing that Santa Cruz 9 has a great system of bike lanes everywhere, we've gone 10 around everywhere by bike. I estimate that we've saved 11 around 200 pounds of Co2 from being emitted into your 12 air as a result of our being able to do this. 13 But one thing I've noticed is that it's -- 14 while I can get mostly around town, I can bike up to the 15 university, through the great meadow, another beautiful, 16 natural area with a bike path in it which I think has 17 actually been a great thing, and it's also kept many, 18 many cars off the road. One thing I've noticed is that 19 it has been very difficult for me to get around 20 east/west. And I've had a number of errands to do 21 heading east, and I've had to ride on Soquel and on -- 22 let's see -- 23 MALE SPEAKER FROM AUDIENCE: Murray. 24 JAMES LOWENTHAL: Murray. Thank you. And it's 25 been pretty challenging and intimidating. I've had a Page 16
1 know, quite longer than this bike path, attracts more 2 people per year than the Monterey Bay Aquarium use that 3 bike path. So I think you'll see a significant amount 4 of people using this. 5 Also, I think it's important to look at the 6 other alternatives of the other routes in that area. A 7 lot of people point to the possibility of a rail trail 8 corridor. But that is so far off in the future and 9 there is so much controversy surrounding that, I don't 10 think that you could weigh those two against it, so this 11 route is crucial. 12 Also, I think it's important as parks, as was 13 said earlier, that we need universal access, and this 14 plan provides universal access. So I encourage you to 15 go ahead with this plan. Thank you very much. 16 JAMES LOWENTHAL: Good evening. Thank you for 17 the opportunity to speak. My name is James Lowenthal. 18 I'm a former member -- I'm a former resident of Santa 19 Cruz; I now live in western Massachusetts, and I'm here 20 visiting on work for five weeks at the university. I'm 21 a life-long environmentalist and bicyclist, and I'm a 22 scientist professionally. 23 And as a scientist and bicyclist, I recognize 24 that the largest threat to the environment that humans 25 pose is the manufacture and accommodation and use of Page 15	1 couple of close calls with drivers that have really 2 shaken me, and I'm a very experienced cyclist. So I 3 strongly endorse from -- just from a visitor's, but 4 bicycling's perspective, the idea of making this 5 connection between Broadway and Brommer is something 6 that I would certainly use a lot. And if I were to use 7 it, it's clear to me that many people who are less 8 experienced cyclists than me would be able to use it and 9 make the choice to ride instead of to bike. 10 And, finally, I just want to point out that I 11 really strongly believe that it's the long-term 12 environmental perspective that we should all keep in 13 mind. And while there may be some slight detriment to 14 the immediate local environment of Arana Gulch, I 15 believe that the larger environment, not just in Santa 16 Cruz, but our global perspective is much better served 17 by accommodating non-motorized vehicles, and I think it 18 also addresses Santa Cruz's contributions to lessening 19 dependency on foreign oil, and certainly its 20 contributions to global warming. 21 So that is the big picture, and I think the 22 small personal picture, public health and children's 23 health and access are served as well, so I support the 24 preferred plan. Thank you. 25 CONNIE WILSON: Good evening. My name is Page 17

1 Connie Wilson. I'm a parent, a community volunteer and
2 a health professional, and I believe that the Arana
3 Gulch project will be a positive benefit for all of our
4 communities.

5 As a parent, the potential for a safe and
6 direct east/west access is invaluable. When my children
7 were young, of which they are now in their twenties, I
8 struggled and searched to find viable routes via bicycle
9 and walking to the mid county area from our east side
10 home. This connection will allow and encourage families
11 and children to travel to and from the east side on a
12 carless trail.

13 As a community volunteer, I believe in active
14 involvement by all. The restoration and education
15 programs, which includes school-age children, will be
16 instrumental in maintaining this property in an
17 environmentally sustainable way. In addition, it will
18 instill a great appreciation and respect for the city's
19 open space.

20 As a health professional, there is increased
21 awareness by all of us of our many health challenges as
22 a society, as well as the rising obesity rates in our
23 children. This plan provides for recreational access
24 for all, including wheelchair access for the elderly and
25 children in strollers. Ultimately, Arana Gulch can

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1 support a healthy lifestyle and improve the quality of
2 life for all in our community. I strongly urge your
3 support of this plan and look forward to everyone having
4 equal access to this greatly underutilized city
5 property. Thank you very much.

6 DANIEL FRIEDMAN: Hello. I'm Daniel Friedman.
7 For over 10 years, a handful of self-absorbed bicyclists
8 have been pushing for a fifth east/west-bike route
9 involving paving over a portion of the Arana Gulch open
10 space. Apparently, the four current east/west routes
11 are not quite enough for these folks. Since their
12 selfish agenda has been repeatedly thwarted, they've
13 taken a page out of the Karl Rove handbook and are now
14 trying to package and frame this debate around helping
15 the disabled have better access to Arana Gulch. In
16 reality, they have found a new politically correct way
17 to try to force taxpayers into building and forever
18 maintaining a bridge and bike road for their benefit.

19 The obvious duplicity of these bicyclists is
20 shameful. With school programs closing, jobs being cut,
21 social services being hammered, where are these
22 altruistic bicyclists to advocate for the disabled who
23 are impacted? I suggest we frame this debate around
24 which school and which city services should be further
25 cut to afford building and forever maintaining a bridge

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1 and paved road over Arana Gulch, and how these cuts will
2 affect everyone, including the disabled.

3 In today's local paper, in today's Sentinel, it
4 mentions the need for three more city police cars and
5 the plan to vacate positions and the plan for vacant
6 positions to go unfilled in order to pay for these
7 police cars. It is naive to think that a bridge and
8 paved road over Arana Gulch will never need scarce
9 taxpayer funds for repairs, graffiti removal, injury
10 claims and so forth. This would be forever, long since
11 all of you sitting here are long gone from sitting here.

12 So, again, let's frame this debate around
13 prioritizing where scarce tax dollars should be spent.
14 Should we spend it on schools and public safety? Or
15 should we spend it to appease a small band of bicyclists
16 and thereby reward their manipulative use of the
17 disabled?

18 MALE SPEAKER FROM AUDIENCE: Yeah!

19 DANIEL FRIEDMAN: I suggest we let the voters
20 and the taxpayers decide what their priorities are via
21 referendum. What could be more democratic. You know,
22 this has been going on for more than 10 years, and
23 longer than that maybe. So why don't we just do the
24 democratic thing? Let the voters and the taxpayers
25 decide where they want their tax dollars to be spent,

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1 not just for today but for the children of today. When
2 they're sitting up on this council, who is going to be
3 paying for those repairs, and what services are going to
4 be cut to support those repairs?

5 And that's all I need to say today. Thanks for
6 your time.

7 VINCE CHEAP: Good evening, councilmembers and
8 recreation commissioners. My name is Vince Cheap. I'm
9 speaking on behalf of the nearly 400 members of the
10 California Native Plant Society, the Santa Cruz Chapter.
11 We are extremely concerned with the project's impacts to
12 the federally and state-listed Santa Cruz tarplant and
13 Arana Gulch.

14 As noted in the Draft EIR, the Arana tarplant
15 population is important not only because it is one of
16 only 12 natural populations in the entire world; 11 are
17 in Santa Cruz County and one is in Monterey County, but
18 it also is -- among those 12 populations has a unique
19 genetic difference, that difference makes the Arana
20 population especially important for the conservation of
21 the genetic diversity for the species as a whole.

22 Over the years, CNPS has been involved with the
23 maintenance and monitoring of the Arana tarplant
24 population and its coastal prairie home, and we will
25 continue to do so. The city has had an interim

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1 management plan for Arana that included managing the
 2 tarplant against aggressive non-native plants, as well
 3 as introducing different kinds of disturbance regimes.
 4 Due to the apparent lack of funding and the inability to
 5 access available state grant funds, the plan has been
 6 inconsistently implemented to such an extent that we
 7 have seen plant numbers decline from thousands in the
 8 1990s to several hundred in the last two years. You can
 9 be assured with continued lack of management the
 10 tarplant could easily disappear from the area forever.
 11 That would be a sad state of affairs for a species that
 12 carries the city's name.
 13 The Draft EIR that this project -- the Draft
 14 EIR states that this project will have a significant and
 15 unavoidable impact to the tarplant. To quote from the
 16 Draft EIR: The impact would remain significant and
 17 unavoidable because it cannot be fully assured that all
 18 tarplant habitat would be fully protected. This means,
 19 and I further quote: That trail construction through
 20 and near the Santa Cruz tarplant areas coupled with
 21 increased human activity in the area may result in
 22 impacts on the tarplant. Please remember that the
 23 threatening trails are those that are eight feet wide
 24 and of the paved variety and may or may not be fenced,
 25 depending upon the level of sounding tarplant habitat

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1 damage.
 2 What this Draft EIR is telling CNPS is that the
 3 project as proposed cannot guarantee that it won't
 4 destroy tarplant habitat immediately and over time to
 5 such an extent that the population may not survive. The
 6 project's plan to scrape areas slated for the paved
 7 eight-foot wide trails and use that tarplant habitat
 8 soil neglects to inform the public that such salvage and
 9 transplantation is opposed by the Native Plant Society,
 10 as well as the Botanical Society of America. We oppose
 11 it on scientific grounds, as well as the very low rate
 12 of success for re-establishment. The Draft EIR itself
 13 is deficient in its analysis of impacts --
 14 THE CLERK: Your time's up.
 15 VINCE CHEAP: Okay. Could I ask for a few more
 16 minutes since I'm speaking for 400?
 17 MAYOR MATHEWS: No, that wasn't arranged in
 18 advance, and there are so many people. But I think your
 19 comments are written, and I suggest --
 20 VINCE CHEAP: Okay.
 21 MAYOR MATHEWS: That you submit them all in
 22 writing.
 23 VINCE CHEAP: I will be submitting further
 24 written comments before the 14th. Thank you very much
 25 for your time and consideration.

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1 JEAN BROCKLEBANK: Good evening. My name is
 2 Jean Brocklebank, and I'll be speaking for three minutes
 3 on behalf of friends of Arana Gulch.
 4 The introduction of the Draft Arana Gulch
 5 Master Plan says that, quote: The intent of this master
 6 plan is to establish a vision and goals that will shape
 7 the future of Arana Gulch as a unique open space within
 8 the city of Santa Cruz. However, these words of intent
 9 ring hollow, because a vision and goals were never
 10 developed, not even at the only public scoping session
 11 last year. Instead, at that scoping session the public
 12 was told that a paved bicycle route and its bridge over
 13 Hageman Creek would be included in the master plan.
 14 This was a public scoping session to listen to the
 15 public's desires.
 16 We have studied master plans in other
 17 California coastal cities. The purpose of a master
 18 planning process is to analyze the resources of the area
 19 under study and develop goals and objectives for its use
 20 based on public input. The proposed Arana Gulch Draft
 21 Master Plan has substituted a project for a process.
 22 Instead of the master planning process, the city has
 23 produced a project, the Broadway-Brommer pedestrian path
 24 connection around which the entire master plan has been
 25 developed. A project, not a process.

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1 In a letter dated January 11th, 2000, from the
 2 California Coastal Commission, the city's Department of
 3 Public Works was advised of the proper planning process
 4 for the Arana Gulch greenbelt as directed by the city's
 5 own local coastal program. The preferred -- I'm
 6 quoting: The preferred planning approach would be to
 7 prepare a management plan for the greenbelt prior to
 8 consideration of a Broadway-Brommer bicycle pedestrian
 9 project. Friends of Arana Gulch has been asking for
 10 this proper planning process for Arana Gulch for years.
 11 Once again, this latest incarnation of the paved
 12 Broadway-Brommer bicycle route through an
 13 environmentally sensitive habitat area is an obvious
 14 attempt at a preconceived project -- slipping a
 15 preconceived project under the floor of the master
 16 planning processes -- process.
 17 Why two documents? If the city had followed
 18 both its LCP planning directive and the advice of the
 19 California Coastal Commission, you would not now be
 20 reviewing two separate documents and the city wouldn't
 21 have spent twice the money. Be that as it may, we now
 22 have two flawed documents; one is the draft master plan
 23 with its flaws and its basic approach --
 24 THE CLERK: Time is up.
 25 MICHAEL LEWIS: My name is Michael Lewis.

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1 Among other things, I've been a daily bicycle commuter
2 for over 30 years now enjoying the bicycle path around
3 Santa Cruz.

4 I would like to continue the comments from the
5 Friends of Arana Gulch. The most glaring
6 misrepresentation of these two that should be one
7 document is a statement that there's no longer a bridge
8 over Arana Creek in the proposed project. This is
9 simply not true. The project includes a ramped bridge
10 over Arana Creek. The D-EIR on page 3-17 states: Where
11 the trail rises in the flood plane floodway area, a
12 small steel bridge span would be designed to achieve the
13 change in grade. A point in fact, there's no way to
14 bring the paved bike roadway up to Brommer Street
15 without crossing Arana Creek. Even if the bridge
16 crosses the creek mostly over the existing tubes and
17 culverts on the harbor, it still crosses the creek and
18 it's still a bridge.

19 Dealing with the environmentally sensitive
20 habitat area, the entire tarplant management area has
21 been designated ESHA by the Coastal Commission and by
22 the California Department of Fish & Game and as such is
23 limited to resource-dependent uses. The only part of
24 this proposed project that is resource-dependent are the
25 interpretive signs to be placed alongside the trail.

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1 Interpretive signs do not require an ADA-compliant paved
2 trail system that connects adjacent communities one to
3 another or to any destination, be it bridges over
4 Hageman Gulch and Arana Creek. Therefore, the paved
5 ADA-compliant bicycle/pedestrian/wheelchair roadway
6 cannot be considered resource-dependent in the ESHA
7 area, and, furthermore, it will likely not be permitted
8 by the Coastal Commission and Department of Fish & Game
9 because of the admitted significant unmitigatable
10 impacts to the resource on which the ESHA is based.

11 In short, the confusion reigns in this whole
12 project. The project is obviously poorly carried out
13 and poorly conceived in the first place. Prior to the
14 deadline for comments, we you'll be able to make some
15 sense of the several incomplete and confusing aspects of
16 these documents. For instance, the copy of the master
17 plan on the city website is missing seven pages in the
18 Appendix A, the management plan.

19 It is clear that part of the proposed project
20 on port district property has received very scant
21 attention to detail and, therefore, the environmental
22 impacts cannot be known or evaluated. Additionally,
23 there is no discussions of the hazards created by
24 high-speed downhill bicycle traffic in both directions.
25 The interesting thing about this project is it is uphill

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1 both ways.

2 The applicability of the riparian 100-foot
3 setback required by the California Coastal Act, the
4 city's local coastal program and the city-wide creeks
5 and wetlands management program is not clearly addressed
6 and it's very confusing whether it applies to this
7 project or not.

8 In short, we want this place preserved and
9 protected, not developed. Thank you very much.

10 ED DAVIDSON: Councilmembers and commissioners,
11 Ed Davidson. I want to give a full historic
12 perspective. When the city bought the property that is
13 the Broadway-Brommer right-of-way, it was when they were
14 also building the connection from Broadway to the Laurel
15 Street bridge. They had in mind the four-lane road.
16 And if you've ever noticed Broadway between Darwin and
17 Frederick, that's the kind of road that they wanted to
18 build through Arana Gulch, and that's the right-of-way
19 they bought. They tried to get the road adopted as a --
20 grandfathered in when the coastal act came along, and
21 they failed, but we were fighting it at the time. But
22 that right-of-way had existed before the Arana Gulch
23 property was bought in '94. So when they did the
24 general plan in '92, that right-of-way is still in there
25 as a road, with the expectation that it would be a

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1 bicycle path only. And, in fact, that's part of the
2 bicycle trail master plan adopted by the city and by the
3 county to have the Broadway-Brommer connection. And I
4 recommend that it be a -- I would prefer the two-bridge
5 solution, because it is the most useable, the most
6 user-friendly to get the maximum number of bicyclists
7 out of their cars.

8 I do have some comments about tarplant and some
9 of the other things, but I'll put those in writing.
10 I'll just try to summarize the issue. The Santa Cruz
11 tarplant was attempted to be listed for 25 years. It
12 was still -- it's still a question as to whether this
13 is, in fact, a separate species. And in the waning
14 years of the Clintons in '98, it was listed -- they put
15 it in as a proposal. And I got a copy of the
16 Congressional record that had the proposal, and it shows
17 that the bicycle path was exempt from the issue,
18 because -- when they designated Arana along with 3,000
19 other acres as habitat area for the plant. So we're not
20 sure that it's a separate species. We know that it's in
21 thousands of acres in Santa Cruz, and to build a bike
22 path on it is not going to endanger this threatened
23 species. Thank you.

24 BOBBIE HAVER: Good evening. My name is Bobbie
25 Haver; I'm the watershed coordinator for the Arana Gulch

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1 Watershed Alliance. This is a grassroots effort that
2 began in 1997. I'm going to contain my comments to that
3 of erosion and sediments.

4 The city of Santa Cruz is one of our largest
5 landowners in the watershed, and for that reason we have
6 been working with the city on projects within the city
7 jurisdiction. It is with great pleasure that the Arana
8 Gulch greenbelt is getting a master plan for the
9 resource management. I commend the city and Planner
10 Susan Harris for the hard work that's been done on this
11 plan and preparing the documents for the Draft EIR is
12 also commendable.

13 I work with volunteer landowners, agencies and
14 businesses to conduct restoration, outreach education to
15 reduce erosion, and improve habitat for steelhead in
16 Arana. Erosion in Arana Gulch is a naturally-occurring
17 condition. Land use changes over time have increased
18 and accelerated the erosion. Erosion has become
19 detrimental to fish, habitat and Santa Cruz Harbor.
20 Landowners lose thousands of tons of soil each year to
21 erosion. These sediment transported to the water in
22 water columns get deposited in the north harbor.
23 Prevention is critical, as is restoration.

24 Our goal is to return the Arana Gulch watershed
25 to a naturally-functioning system. In 1998 California

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1 Thank you.

2 BRIAN FOSS: Speaking of erosion... Good
3 evening. I'm Brian Foss for Santa Cruz Port District.
4 Mayor and councilmen and commissioners, we support the
5 preferred alternative and we commend staff for a good
6 job. It's a comprehensive documents and it's well done.

7 Our overwhelming concern is with erosion, as
8 you know. I've appeared before you before. While the
9 plan does reference, as Bobbie mentioned, 2009 is too
10 far in the future. There needs to be more urgency here.

11 Siltation that arrives in our harbor is a
12 staggering threat to Santa Cruz Harbor. You knew I'd
13 bring it. This phenomenon, this is costing the port
14 district hundreds of thousands of dollars of year in
15 lost revenue, in broken docks and in dredging. It
16 obviously stands on its own as our need here.

17 As well as that, the greenbelt itself is losing
18 its wetland. The report mentioned that wetlands are
19 still adequate there. We think that's a little bit of
20 an overstatement. Sorry for your clock.

21 You are losing wetlands at a rapid rate. This
22 is an extraordinary picture compared to what it was 10
23 years ago or even 5 years ago. And so that -- and we
24 also disagree that habitat for steelhead is adequate.
25 It is not adequate. Steelhead are there. There is

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1 Fish & Game and California Coastal Commission awarded
2 funds to conduct a watershed assessment and to write an
3 enhancement plan. The plan is referred to in the city's
4 Arana Gulch Master Plan, and I would like to emphasize
5 the two projects identified in the enhancement plan that
6 exist in the greenbelt. They are in our plan, number --
7 site 18, gully widening, and site 19, the tidal reach.

8 The master plan is heavy on management for the Santa
9 Cruz tarplant but light on addressing the critical need
10 to stop sediment loading into the harbor.

11 My hope is that there would be action on these
12 two identified projects 18 and 19 before the phase II in
13 2009 of the draft management plan. I recommend that on
14 page 47 under preliminary phasing, phase I, bulleted
15 item 2, pursue funding to affect gully repair and
16 further analysis of Arana Gulch tidal reach be moved to
17 top priorities.

18 In phase II, I again recommend that the
19 bulleted item number 4 --

20 THE CLERK: Your time is up.

21 THE WITNESS: Thank you.

22 MAYOR MATHEWS: And I see that your comments
23 are written, and I trust you will submit them also or --

24 BOBBIE HAVER: I shall.

25 MAYOR MATHEWS: -- give it to the consultant.

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1 significant steelhead in this stream. But they do not
2 have the habitat that allows them to transit at times
3 that their lifecycle requires, and this needs to be a
4 priority with this plan.

5 Also, whatever we build, we need to have
6 access -- "we" being the city and the port district --
7 we need to have access, we'll need access and
8 maintenance, and that is a requirement of any project
9 that you do and this should be part of the plan.

10 We believe there's elegant solutions to all
11 these, and we don't think that anything we need done or
12 that you need done is incompatible with your overall
13 objectives here. We are ready to bring our resources
14 and our ideas to the table, and we want to do it sooner
15 than 2009.

16 So we wish you well with everything here. We
17 have much to coordinate in. Our land -- you need our
18 land for the pathway, we need to use your --

19 THE CLERK: Your time is up.

20 BRIAN FOSS: -- land for the erosion as your
21 land. So we look forward to solving this together.

22 Thank you.

23 WILL WINGERT: I have a new respect for all you
24 guys. My names is Will Wingert, and I'm just some guy.

25 I want to kind of address four things with

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1 respect to this EIR that I see as a bit of flawed logic.
 2 I work as a county paramedic in this county. And let me
 3 tell you guys something, putting a bridge across this
 4 park is not going to make this county a safer place to
 5 bicycle in. Believe me. I've scraped people up off of
 6 Broadway and Brommer as much as I have off of Soquel and
 7 Murray. The bottom line is this is just a dangerous
 8 county to be a person on a bicycle in. This isn't
 9 really going to fix that. It's going to give you one
 10 little island of sanctuary.
 11 Second of all, in a past life I worked as a
 12 biological consultant. And there is this word that gets
 13 thrown around, "mitigation." Sorry. Really it's a bad
 14 word, because mitigation gives the idea that we can fix
 15 these things once we mess them up, and we can't. And I
 16 worked on the Newport Backbay. There is a federal law
 17 of no net loss of wetlands. And there is yet to be a
 18 wetland restoration mitigation project that has worked.
 19 Those are really sensitive, sensitive habitats. And
 20 once they are destroyed, they can't be rebuilt. So
 21 let's be really careful about this word mitigation.
 22 Finally, and with due respect to everyone,
 23 because everybody has good points and good concerns
 24 here, but remember what I do for a living. If you build
 25 it, they will come. There is one ranger in this county

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1 right now to patrol all these places and enforce it.
 2 You are going to increase good usership of Arana Gulch
 3 if you increase access. I promise you, without the
 4 shadow of a doubt, ladies and gentlemen, remember what I
 5 do for a living, you are going to increase bad usership
 6 of Arana Gulch. There is absolutely no doubt about it.
 7 This isn't the only place I've worked 911. I've worked
 8 all over California. If you build it, they will come.
 9 This is one of the last places when -- you
 10 know, you guys have all seen it, the big picture when
 11 you walk in Arana Gulch and it's concrete all around in
 12 this one little strip of green. It's the last little
 13 thing left. And I will be the first to tell you, I walk
 14 and run through it all the time, there is already a bad
 15 element in there. That's not going to go away if you
 16 increase the access to it.
 17 So my recommendation in my last 30 seconds is
 18 before you go talking about increasing all that access,
 19 let's start increasing the patrolling and maintenance of
 20 it in its present state.
 21 And, finally, thanks for your time. Really,
 22 this is so controversial, it would be fitting to put
 23 this on the ballot. Thank you.
 24 WILSON FIEBERLING: My name is Will Fieberling.
 25 I'm in my 80th year. My wife and I ride our bikes

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1 almost every day. We live in lower Seabright and very
 2 much need a pathway up through the Arana Gulch. I often
 3 go up to the medical center, and it's a lot easier to go
 4 up through Arana Gulch than it would be up Frederick
 5 Street or 7th Avenue.

6 My son lives on Darwin Street. He walks his
 7 dog every day, and it would be very nice if he could get
 8 to this park. Also, the people who live nearby it can
 9 use it, it seems to me the rest of the people in Santa
 10 Cruz who would like to use that park should be able to
 11 get to it on a bridge.

12 I represent the city on the county
 13 transportation commission's bike committee, and Chris
 14 Snyder, the public works director, came and presented
 15 this to us last week, the project which was put together
 16 by Susan Harris. And they've done a wonderful job.
 17 Everything is thought about, and it was just a
 18 well-conceived project all the way around, and we
 19 certainly do recommend it, all the people at that
 20 commission meeting, except a couple of the people in the
 21 audience who have shown up for almost every meeting on
 22 this subject. Thank you.

23 SONDA BEAL: My name is Sonda Beal, and so many
 24 people that are more well-informed about this than I am
 25 are here tonight, and I really have learned a lot from

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1 their comments.
 2 COUNCILMEMBER ROTKIN: You should let go of the
 3 mic while you're talking, because it makes noise.
 4 SONDA BEAL: Will it pick up anyway?
 5 COUNCILMEMBER PORTER: You don't have to talk
 6 right into it. We'll hear you fine.
 7 SONDA BEAL: I just wanted to say I've been in
 8 Santa Cruz for six years, and I think this is my third
 9 meeting about the Brommer-Broadway bike path, and I'm
 10 62, and I really hope it gets built before I am in a
 11 rest home. It just seems like this is so necessary.
 12 I'm a bicyclist and quasi timid. I do bike on Murray,
 13 but I have a lot of reservations about it.
 14 I'm not sure that eight feet is needed. That
 15 seems pretty big to me for a bike path. And maybe the
 16 people that are suggesting a bifurcation are right, that
 17 two narrower paths would be more environmentally
 18 sensitive and would do the job. Certainly we don't have
 19 eight feet on Murray; I think we have about a foot.
 20 So I just want to say that I ride, and when I
 21 go to town I often do drive, just because that extra
 22 distance in terms of the amount of time I have or the
 23 energy I have on a particular day doesn't allow me the
 24 luxury of biking. And if I had to take that shortcut, I
 25 definitely would do it. And as for it not being safe,

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1 I've ridden a lot on Broadway and on Brommer, and those
2 are two of the safest streets in Santa Cruz to ride on.
3 So thank you very much.
4 RUDY HERNANDEZ: Good evening. My name is Rudy
5 Hernandez and I'm speaking from this podium just as a
6 resident of the city of Santa Cruz.
7 This process that we're going through now
8 started many years ago, and it was what first brought me
9 into wanting to serve the city in some kind of capacity.
10 Those of you that go back a long time in the city
11 governance will recall when this process began, it would
12 almost seem like it was a coming together of a number of
13 different interest groups. I came to it from the
14 perspective of trying to increase the housing stock for
15 low income and other people in the city of Santa Cruz.
16 I was interested in the building of ball fields, more
17 ball fields in the city of Santa Cruz. I was also
18 concerned about the environment. I was concerned about
19 how are we going to get our children and ourselves
20 across the city on bicycles in safe ways.
21 When the -- when the proposal first came
22 forward, it seemed like all these different groups were
23 going to be able to get together and do something. I
24 recall members of the city council, people like
25 yourselves, who were not only professionally

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1 environmentalist as lawyers, but also as people who were
2 on the city council saying, yes, you know, let's all get
3 together and maybe we will build some ball fields on
4 Arana Gulch; yes, maybe we can do some housing. And so
5 we got involved in this process, and here we are today,
6 you know, looking at this.
7 Some of the things that I'm concerned about are
8 things that aren't on the EIR, which is the subject of
9 tonight's discussion. And I won't vary from the -- from
10 that topic when it comes to speaking as a commissioner.
11 But I think it's -- I think it's difficult not to talk
12 about the plan and the EIR at the same time, seeing how
13 they are concurrently running at the same time.
14 So there are things that are missing from this
15 EIR which I think we need. I think we need bathrooms.
16 I think the greatest need -- there's mention of needing
17 -- of there being bathrooms in the harbor near V dock.
18 I went down and looked at V dock. V dock is on the east
19 side of the channel near the harbor nearest -- it's the
20 last bathroom nearest Murray Street. So it's a great
21 distance from there. Those bathrooms open from 7:00
22 a.m. till 6:00 p.m. Also, the other bathroom
23 possibilities are at Frederick Street Park. Once again,
24 those bathrooms are closed -- they were closed this
25 evening anyhow at six o'clock. So to ask a disabled

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1 person, a parent of a young child, an elderly person who
2 has to relieve themselves to walk to the other side of
3 the harbor or to walk to Frederick Street Park that's
4 going to be closed, I think is remiss in what our
5 mission is in terms of providing --
6 THE CLERK: Your time's up.
7 WILSON FIEBERLING: -- providing a good
8 environment. Thank you.
9 RON POMERANTZ: Thank you, councilmembers and
10 commissioners. I'm Ron Pomerantz. And this is a
11 healthy debate. I'm glad it's deciding the use of the
12 greenbelt rather than fighting for the greenbelt.
13 Twenty years ago -- I find this evolved Arana Gulch
14 Draft EIR plan. I support the preferred alternative is
15 a reasonable compromise between competing interests and
16 needs.
17 Originally it was a four-lane boulevard that
18 was going to bisect this area, and now we have a gently
19 meandering eight-foot path and a smaller loop path,
20 which is a quantum change for the better. This plan
21 protects eroding areas and all but a small fraction of
22 the tarplant habitat. The overpaved, overlit path of
23 old in the last plan has been rightfully eliminated.
24 The realigned and redesigned path -- bike path's impact
25 is immensely reduced. The plan's safe, accessible and

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1 long overdue bike path is essential for not just
2 bicyclists, strollers, people walking through the park,
3 and it's essential to connect the Live Oak area to Santa
4 Cruz. The path is a key link of the environmentally
5 desirable goal to encourage folks out of their cars and
6 to enjoy the open space.
7 Additionally, the Hageman bridge will provide
8 Seabright residents their deserved access to the
9 greenbelt for their enjoyment and appreciation. It
10 should not be exclusively used by anyone.
11 Your job is to weigh the pros and cons. And as
12 you can see, reasonable environmentalists do disagree.
13 I am a -- I consider myself a strong environmentalist
14 and a member of the Sierra Club. I want to strongly
15 encourage your approval of this preferred alternative
16 and expedite it as quickly as possible. Thank you for
17 your time.
18 MAYOR MATHEWS: Thanks. Todd, just before you
19 get going, I'm going to suggest maybe a five-minute
20 stretch. People are up for that. Then we'll resume.
21 (Time Noted: 9:02 p.m.)
22 MAYOR MATHEWS: Okay. We will resume
23 testimony. And it looks like there is plenty of places
24 for people to sit now. Again, three minutes, please.
25 TODD TSUKUSHI: Sure. I forgot to introduce

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1 myself earlier. I'm Todd Tsukushi with the Santa Cruz 2 City Soccer Club. I also am a bicyclist as well as many 3 other people, and I stopped riding because of all the 4 street things. I think that the people that are out 5 there still riding are crazy. This will help that. 6 The only reason why I come here, as most of you 7 know, if there's a flat space that could possibly be a 8 soccer field, I am going to look at it and say: Hmm. I 9 do recall, however, that many years ago, the early 10 nineties, I thought there was a commission or there was 11 a committee that studied the use of the area and that a 12 sports field was a huge part of the decision on that at 13 that time. I am really disappointed that it's no longer 14 being considered here. 15 As I mentioned, and thank you for the Depot 16 field. I do want to remind the city council and the 17 commission that there is only one publicly accessible 18 soccer field in a city of over 50,000 people. And I 19 can't think of any other city of this size that 20 considers it adequate for that sport, but also for any 21 other sport as well. We do have areas and spaces at our 22 city schools, but during school we can't use them. 23 There are the outfields in the baseball fields, but in 24 the spring that sport has priority, and we don't have 25 access to it. Page 42	1 of this right-of-way. This holy grail to them to do 2 something, to build something. You know, it's like the 3 -- the only thing I can think of is the motto of the 4 Masonic Temple, "Think Big and Build." Why? Why not 5 leave it alone? 6 As far as this now becoming the access for 7 wheelchair-bound people, well, how do they access the 8 beach? Well, to my knowledge the way they access the 9 beach is they have these wheelchair beach buggies. 10 There's this guy named Forest that has a bunch of them. 11 If the city was to buy a handful of wheelchair beach 12 buggies, people could arrange to go into Arana Gulch, 13 there could be tours of Arana Gulch for people that are 14 in wheelchairs, and this could solve that problem 15 without having to build bridges, pave roads, do all this 16 other stuff in the name of people that are bound to 17 wheelchairs. I don't know of any people -- anybody that 18 I know of that's in a wheelchair that supports this 19 project. 20 The only thing is when the city -- when the 21 university just did their long-range plan, the one thing 22 the city asked for was more time. I would like more 23 time on this one, too. Extend it to 90 days for the 24 comment period. 25 As far as being safer for bicyclists, Broadway Page 44
1 Even with Depot Park, when we're out there, 2 there's often five or six groups trying to squeeze in a 3 little tiny game. And when we do pay the money and have 4 it rented out and we're having to force them all off, it 5 feels really bad that we don't have another place that 6 they can go. So if not here, it's not very many other 7 places, because there just aren't any other places of 8 flat land that big that you can put a soccer field on. 9 I think some of you recall that when I was asked to 10 support the convention center, conference center, that 11 if you put a soccer field on top of it, you got my vote. 12 Hopefully there will be an opportunity to think 13 about this area and possibilities and that flat area. 14 Thanks. 15 SCOTT GRAHAM: Good evening. I'm Scott Graham. 16 I think this whole process that we're involved in at 17 this moment is an aberration of what should be going on 18 here. Instead of having a master plan and then 19 developing a project that fits within that master plan, 20 we've got a project which we're shoe-horning a master 21 plan into. Now that is not the way this process should 22 be running. I realize that public works, ever since 23 they got the right-of-way for a road through Arana 24 Gulch, has wanted to do something with it. Even after 25 the city bought it as green space, they couldn't let go Page 43	1 is not safer for bicyclists, Brommer is not safer for 2 bicyclists. Both of those roads have big hills on them. 3 The safest alternative for bicyclists is the rail trail. 4 Let's do a demonstration project. Take the money that 5 you are going to waste on this project and do a 6 demonstration project between Seabright and 7th Avenue 7 along the rattle (phonetic) line, get that going. It's 8 within sight of Arana Gulch. It's flat. You could go 9 from Davenport to Watsonville without going up and 10 downhill. That would get a lot more people out of their 11 cars and onto their bicycles than this project, which 12 has big hills on either of side of it and a big hill in 13 the middle of it. Thank you. 14 LORENZO ROTA: Good evening, city 15 councilmembers. My name is Lorenzo Rota representing 16 the 435 members of the Friends of the Harbor Group. We 17 represent commercial and recreational users and 18 neighbors of the Santa Cruz Harbor. We're pretty much 19 neutral on all of the projects proposed, with the 20 exception of erosion issues as has been mentioned by 21 other users of the harbor. There is already existing 22 erosion problems in the Arana watershed that need to be 23 corrected, and the project presents potential new ones 24 that we're concerned about. 25 Our harbor is in a slow death spiral. We have Page 45

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1 three problems: We have increasing amounts of erosion
 2 sediments entering the harbor, possibly over 10,000
 3 cubic yards a year; we have 30 to 40 slips that are
 4 clogged, that's \$100,000 of revenue; and that revenue's
 5 needed to run the dredge, and the dredging costs are
 6 going up. Those three things together can slowly choke
 7 this harbor in a number of years. And these permits
 8 that we do have are very limited. We barely can take
 9 out enough sediment to keep up with what's coming in.
 10 We hope with this plan to be focused on fixing the site
 11 18 and 19 that's mentioned in the Arana enhancement
 12 plan. That's in the tidal reach area. Those are
 13 serious areas of increasing erosion. And as Brian Foss,
 14 the port director, has said, these problems are getting
 15 worse.

16 And, in addition, we hope that the erosion flow
 17 -- we see the plan addresses erosion control for the
 18 different bridges and paths. We hope there is good
 19 follow-through. And I would like to illustrate why I
 20 have this concern. We met with the mayor in November of
 21 2004 and the parks department about the harbor sediment
 22 issues, and at that time you were just undergoing the De
 23 Laveaga golf course renovation, and we were concerned
 24 because this project was going on in the winter time,
 25 which is the wet weather time. And you did have an

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1 erosion control plan. It's sort of a risky thing and we
 2 hoped you'd do good follow-through on your plan. In
 3 2005 the city was fined \$135,000 by the water board for
 4 not following through on your plan, and this resulted in
 5 erosion into Arana watershed. You can ask the port
 6 director, they find golf balls from the driving range
 7 down in the sediments in the harbor, and these have the
 8 Ocean Chevrolet logo on the golf balls, so we know
 9 they're coming from the driving change. So harbor users
 10 are very concerned about erosion issues in the Arana
 11 watershed. We hope that the proper attention is paid to
 12 this so we don't have a repeat of what happened with the
 13 water board in 2005 levying a fine upon the city. We
 14 hope proper attention is paid to this matter. Thank
 15 you.

16 COUNCILMEMBER ROTKIN: Thanks.

17 ERIC CHILD: Councilmembers and commissioners,
 18 hi, my name is Eric Child. I've been a resident here in
 19 Santa Cruz for about 15 years. One of the things that
 20 attracted me to the city was the fact that it's
 21 surrounded by greenbelts. A wonderful thing. But if
 22 you'd asked me about Arana Gulch and the current plan
 23 about six months ago, I would have been strongly
 24 opposed. But I've just got a new dog, and when visiting
 25 Arana Gulch I also realized that the current and benign

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1 neglect of that area is not doing any good.
 2 Fortunately, working with the parks department on
 3 something else, I discovered that some of the facts that
 4 I thought I knew regarding Arana Gulch were wrong, and I
 5 took a closer look at it and set out to learn more.

6 Along the way I developed a deep respect and
 7 trust in the parks department and their staff and the
 8 work that they do and their competence. I'm now very
 9 impressed with the Arana Gulch plan and the EIR and
 10 fully support them. And in particular I was extremely
 11 pleased to see in the mitigation section that it's part
 12 of the plan, it's funded, it's not a vague promise like
 13 the UCSC EIR. It might actually happen. This is great.
 14 Of course, we could always ask for more. My dog would
 15 love more access to the park. I'm sure there is people
 16 here who would like to see less access from my dog, or
 17 less.

18 But the great thing, I think, about the plan
 19 and the EIR is the balance it strikes between protecting
 20 and managing the environment there and opening the Arana
 21 Gulch more to the public. It's great. And the funds
 22 are available, at least that's my understanding. Not
 23 general funds, but the funds are available from grants.
 24 Let's do it. Please move forward on this. Thank you.

25 RAMON BERGER: Hello. My name is Ramon Berger.

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1 I'm basically mixed on this project. I haven't decided
 2 yet. But I appreciate being able to speak and having
 3 heard other people.

4 I commute by bicycle from Capitola to UCSC and
 5 I actually ride to the metro and take the bus up the
 6 hill and ride all the way back. The reason I do this is
 7 because it's attractive that way. I can do it daily.
 8 And as people mentioned, without -- basically I don't
 9 have to pedal up hills. And one concern I have, though,
 10 is I don't see the attractiveness of riding through
 11 Arana Gulch as the trail exists, basically because of
 12 the steepness of it. I do ride my bicycle sometimes
 13 through the upper berm. Coming up the hill is kind of a
 14 steep climb for a novice, and I imagine going the other
 15 way is going to be kind of a steep climb, and I don't
 16 know how attractive that would be.

17 One of the reasons Murray Street is so
 18 dangerous is because you have to ride out in the traffic
 19 to avoid the gap that the sidewalk -- the bike trail, if
 20 you look at it, the road's there and there's like a
 21 drain for the curb and there's a two-inch gap in places,
 22 so you have you have to avoid it. There is debris there
 23 all the time, and I find it safer to ride -- if you ride
 24 and act crazy, the cars avoid you, rather than hitting
 25 the curb or the thing that's busted there.

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1 So I think first, I would like to see the
2 improvement made to the existing bike trail that's level
3 across the bridge across town. But this plan does look
4 better than it did even when it was a four-lane road
5 going through for sure, and I think it is still
6 attractive and I like -- I appreciate voicing my concern
7 about basically the unattractiveness about using that as
8 a novice bike trail. Okay. Thank you.

9 COUNCILMEMBER ROTKIN: Thanks.

10 JOHN GOLDER: John Golder. I believe this
11 whole plan is deeply flawed, the process is deeply
12 flawed for a number of reasons, and I agree with the
13 speakers who made that comment.

14 Even under our court stipulation, and
15 Mr. Barisone's familiar with this, I cannot get the
16 answers I wanted from parks and recreation about this
17 process and about what was going on with the
18 recommendations that had been made years previous with
19 Arana Gulch. The first version of this plan that came
20 to the -- came to this council had none of those
21 recommendations in it, and I'm going to go through them
22 here, if you look to the packet I gave you.

23 The first page is a self-explanatory article
24 from The Sentinel. It's a decade old. The second page,
25 as a member of the Greenbelt Master Plan Committee,

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1 unanimous vote by the committee that Arana Gulch was at
2 the highest potential to satisfy community neighborhood
3 parks and sports field uses.

4 The next page where it says P.O. poll, actually
5 it wasn't a poll, it was a scientific survey and the
6 only one that's ever been done on the greenbelt uses.
7 Okay? Again, this information was not in the hands of
8 parks and recreation planning staff. I tried to make
9 them aware of it. If you look down there, very
10 desirable and somewhat desirable, playgrounds, sports
11 fields, 73 percent and 58 percent. Why didn't you have
12 that information in front of you? Why haven't the
13 planners incorporated that information?

14 Next page, sports field site assessment study.
15 Okay? We spent a great deal of time absolutely
16 quantifying how many sports fields we needed in the city
17 after our Pogonip defeat. Mike Rotkin's very well aware
18 of that. I was behind the study. It was a detailed
19 study. They don't even have it over there. They don't
20 know where it is. They have every single excuse. It
21 was burned up in Rudy's office fire. We don't know.
22 It's out of date. It's all there for you to read.

23 Okay? Why isn't -- why isn't it incorporated as part of
24 the studies? Read your park and recreation planner's
25 job description, which I have included in here, and see

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1 what was supposed to be involved in that.

2 General plan recommendations. It's real clear,
3 and our sports field site assessment study quantified
4 that, we need 20 new ball fields, 10 new soccer fields.
5 We have added one in 30 years and we've lost several at
6 the schools. And if you don't believe that, go down and
7 look behind Branciforte Elementary School or Gault,
8 either one. Okay?

9 Park and recreation goals, we have -- supposed
10 to -- supposed to --

11 THE CLERK: Your time is up.

12 JOHN GOLDER: Okay. The rest of it is there
13 for you to read. I'm absolutely appalled that we've
14 gotten this far without considering the diversity of
15 needs that you state in your general plan policies you
16 are trying to serve.

17 COUNCILMEMBER ROTKIN: Thank you.

18 JOHN GOLDER: Thank you for your time. Thank
19 you for your listening.

20 COUNCILMEMBER ROTKIN: Thanks.

21 COLLEEN GARDE: Hi, my name's Colleen Garde.
22 This is my fourth meeting on the Arana Gulch.

23 First I want to say that -- to one of the
24 speakers, that everyone uses that Arana Gulch. I live
25 right behind it on Forest Avenue. I have seen

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1 wheelchairs. There is access to everybody to use that.
2 It's not going to bring more people in if you make a
3 path. They already come. It's beautiful there. The
4 owls are there. The hawks are there. You need to go
5 there at all times. If you're going to put lights on
6 the bridge, you're going to ruin its natural beauty.

7 Number two, I'm totally shocked that you have
8 \$15 million in transportation for this bridge hiding it
9 in an account when you were going to sell Frederick
10 Park's parcel between the church and the park.

11 COUNCILMEMBER ROTKIN: 1.5 million.

12 COLLEEN GARDE: 1.5 million. I was going to
13 say 15 million? 1.5 million and still you're going to
14 sell a park in pieces to do this? This is a grant.

15 This is all you have. You have no money left to
16 maintain this. Once you build this, where is the money
17 going to come from? That is our biggest concern. We do
18 not have money for this. This is something that Arana
19 Gulch is wonderful the way it is. He wants fields in
20 it? We could take the money that you want to use to
21 maintain this for the fields in the schools and make
22 them incredible. The bike paths, they are uneven when
23 you are on Murray. The bike paths are horrible on
24 Soquel. Where are those? You have the small little
25 space that you are going to get to go to one place or

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1 another when you are out on the big road to go to
 2 Capitola or before you get to Frederick Street to use
 3 that bridge. This is incredibly horrible.
 4 And we have all -- for the last four meetings
 5 we have all said no. We say no to the EIR also, and you
 6 still did it. Then we had to go to the meeting and
 7 listen to -- these poor people had to hear us how angry
 8 we were at them. They were talking about what we wanted
 9 on this and the whole time every one of us said we never
 10 wanted it. So I just want to understand that you
 11 understand that I, myself and my neighbors, do not want
 12 this. We cannot afford it. This is something that we
 13 need to look into other things. There is better
 14 opportunities to use the money. This is grant money.
 15 You don't have it. When it's built, where you are going
 16 to get the money to take care of this? Thank you very
 17 much.
 18 JIM DANAHER: Good evening. My name is Jim
 19 Danaher.
 20 In 2004, along with a number of people in this
 21 room, I worked very hard against Measure J. And the
 22 biggest -- and we talked to hundreds of people. And the
 23 biggest objection to Measure J was that it wasn't seen
 24 as a balanced transportation plan. And our biggest
 25 argument against it when we spoke was it wasn't a

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1 balanced transportation plan. One thing a balanced plan
 2 would include would be bike lanes. And contrary to some
 3 of the comments earlier tonight, Soquel Avenue is a
 4 detriment to bike riding. It's not going to attract
 5 bike riders, and the same is true for Murray. Broadway
 6 is a great street because it's not really a
 7 thoroughfare. It dead-ends at Frederick. Brommer is a
 8 great bike path in the city because it's got really wide
 9 paths.
 10 I now live in Live Oak and I commute every day
 11 really using all three, and occasionally I lift my bike
 12 up the ramps on Frederick Street. But the other day I
 13 had to ride with a trail-a-bike and little kid to
 14 downtown, and I couldn't go Murray Street. It would
 15 have been irresponsible. And I couldn't go Soquel
 16 Avenue, because it seemed suicide with a little
 17 four-year-old. And I couldn't carry the kid and the
 18 trail-a-bike up the ramp -- up the stairs at Frederick
 19 Street. There is really not a way to go from Live Oak
 20 to downtown on a bicycle. This really would be a
 21 wonderful thing. We have the chance here to make -- to
 22 link Broadway Street, which is a great -- which is a
 23 good street for bikes, with Brommer and create a
 24 straight shot all the way from downtown Santa Cruz to
 25 41st Avenue. It's a great opportunity with a short

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1 bridge and a few hundred yards of --
 2 MAYOR MATHEWS: Excuse me. I'm going to ask
 3 whoever is back there talking to please not do that
 4 because it's disrespectful to the speaker and it's
 5 distracting to those of us trying to listen. Go on.
 6 JIM DANAHER: Thank you. Previously I was on
 7 the Sierra Club executive committee some years ago, and
 8 there was really a unanimous vote against it. I saw
 9 this as a -- the earlier plans with the two bridges and
 10 the trespassing access across Arana Gulch as a major
 11 compromise. This is a worthwhile compromise.
 12 Considering all the possibilities for this area, this is
 13 using up a very small amount of space, it's staying away
 14 from the tarplant, and it's really a good plan. And
 15 viewed in a broader sense, it makes all the sense in the
 16 world.
 17 If I could make one argument for the
 18 academicians on the council? I read a study recently
 19 from some scholars in Arizona. They were able to create
 20 a computer model that predicted the weight of the
 21 members in the community in a neighborhood based on the
 22 land use patterns, and the biggest factor was whether
 23 they had good walking and good bike riding amenities.
 24 So if you want to strike a vote for human health as well
 25 as environmental health, I would say this is a great

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1 plan. Thank you.
 2 PAT KITTLE: Hello. I am Pat Kittle from Santa
 3 Cruz. My concern is that there's always, always, always
 4 going to be a compelling reason to further infringe on
 5 remaining wild lands. It just doesn't stop. If this
 6 was going to be the last time we did this, I'd say all
 7 right, let's do it. But it's not, and we know it's not.
 8 It's just the latest sequence. It's kind of like the
 9 idea, well, let's be reasonable and -- what's the word?
 10 -- compromise? There's another one here. But anyway.
 11 You get half, we get half. So you take a
 12 pristine wilderness and half of it's for civilization.
 13 Well, before long the civilization increases to the
 14 point where now we've got to be reasonable and
 15 compromise on the other half. You can see where that
 16 goes. And that is pretty much the way this whole
 17 psychology goes. There's no end to it. Now, ultimately
 18 human population growth is driving this. We know that.
 19 We can talk about mitigating that until hell freezes
 20 over, which is probably not going to happen. I think
 21 everything else is --
 22 Anyway, the point I'm making here, I think it's
 23 quite clear. I think everybody kind of knows this.
 24 It's kind of hard to get around to it, because as
 25 sensible adults we have to stick to the

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1 bureaucratically-defined topic at hand. We can't be
2 talking about bigger questions, even if they are
3 directly relevant to what we're doing here.
4 But I've got to say you, you the city council
5 of Santa Cruz, you take on these big things on a regular
6 basis, you make proclamations, you get all kinds of heat
7 for them that have worldwide implications, but they come
8 right back to roost at home, and so you properly take
9 positions on those. And we aren't going to solve the
10 pressure to develop every remaining square yard of wild
11 lands in this county as long as we allow human
12 population growth to continue without saying anything
13 about it, even though we know that that's where it's
14 coming from.

15 So I encourage everybody who feels this way,
16 you've got to speak up. It's a big taboo, but if you
17 don't break this taboo, we're just going to be bickering
18 over no-win situations like the one we're in right now
19 and, you know, it won't be too much longer before we're
20 going to be back here trying to compromise whatever part
21 of Arana Gulch doesn't get chopped up this time around.
22 We know that. So speak up. It's going to take us
23 stopping population growth to really put this kind of
24 endless frustration behind us. Thank you.

25 PATTI JAZANOSKI: Hi, my name is Patti

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1 Jazanowski. And, you know, I would like just to start by
2 thanking everybody for being here. I don't know, this
3 is my 10th or 20th meeting on this topic, and I know
4 everybody else has put a lot of time into it. So
5 thanks, and thanks for listening.

6 I started reading through the documents, and I
7 don't know if you've seen them; it's a lot of paper. My
8 printer ran out of ink before I could print it all out,
9 so I'm not going to be able to talk about all the
10 specific environmental concerns. Just to let you know,
11 I'm opposed to a paved path, I'm also opposed to a
12 bridge over Hageman Gulch, and I'm also for the
13 management of the tarplant. And I don't know if you've
14 looked at the path, but that combination doesn't really
15 -- doesn't fit in there anywhere. That was kind of a
16 surprise to me. When I was reading through there, it
17 looked like option 4 had that, but something funny came
18 up when we were talking about it since. I think by law
19 it's not required to do it unless the roads are paved,
20 then that kind of assumes it's not going to happen.

21 So what I'd like to suggest is that we modify
22 these proposals to say no paved paths, no bridge, and --
23 and also still manage the path, because I don't think
24 that has to be excluded.

25 While I've been here, I've been listening to

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1 people and, believe it or not, I agree with a lot of
2 what people are saying. I agree with the cyclists that
3 Soquel is horrible and that Murray Street is bad. But
4 one problem with the process right now is that it's a
5 little tricky in that it's only looking at one swatch of
6 land. So by definition, if we're going to build a bike
7 path and talk about it tonight, that implies that we
8 have to build a bike path across Arana Gulch greenbelt.
9 And you guys know, who have read through all these
10 documents, that the Coastal Commission and many other
11 people like the idea of bike paths, but they don't want
12 it across the greenbelt. And, as you know, their
13 recommendations are the rail trail and that ramp at
14 Frederick Street Park. And as you know, because you've
15 been at these meetings too, at least one member of the
16 city council had investigated the cost of the ramp at
17 Frederick Street Park and it was like -- I think I'm
18 remembering 100,000, so let's round up 150,000 to do
19 that ramp. It's still less than half the cost of the
20 city's portion of this bike path. So I think this
21 process is a little tricky because we can't look at
22 those alternatives to solve that problem.

23 Another question I have with this process is I
24 guess a question of semantics. When I was reading the
25 document, it's listing a proposed project and then a

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1 list of alternatives. And I don't know about you, but
2 whenever I hear a proposed project, that seems like
3 somebody is making a recommendation and, I don't know, I
4 think it would be better if we said: Here's our master
5 plan, here are five options, let's investigate the
6 impact of these five options and let's choose it. I
7 think it's premature for us to say this is proposed.

8 My guess is that what happened is that because
9 the proposed project has the most development and has
10 the most environmental impact, I think that that's --

11 THE CLERK: Your time's up.

12 PATTI JAZANOSKI: Thank you. I think that's
13 why it was investigated, but I would like you to look at
14 the other options. Thank you.

15 DON FONG: Hi. My name is Don Fong, and I'm a
16 bicyclist. I would like to address a number of the
17 fallacies that have arisen in this debate tonight.

18 We've heard, number one, that we must provide a safe
19 place for bicyclists to ride -- timid bicyclists. There
20 are several flaws with this proposition, one of them is
21 that bike paths often turn out to be more dangerous than
22 on-street bike lanes, in particular, narrow mixed-use
23 paths with high numbers of pedestrians like this
24 proposed path. It makes no sense to provide a safe
25 place, so-called, for these timid bicyclists to ride if

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1 they can only get there by riding on the supposedly
 2 unsafe streets, as is the case here. And if you can
 3 swallow these flaws, you're still left with a question:
 4 If you want to provide a safe place for bicyclists to
 5 ride, why not do it someplace that's not so
 6 environmentally sensitive?

7 Number two fallacy, the universal access is
 8 always a good thing. Well, it sure sounds good, just
 9 like free trade, until you think about what it really
 10 means. What it really means, universal access, is there
 11 is no place that endangered species can escape from
 12 human impacts. Is that a good thing? I don't think so.
 13 The timber companies would love this idea about
 14 universal access, because that would mean there are no
 15 more roadless areas. Does that make sense? If you want
 16 to improve access to greenbelt areas, we've already
 17 heard that there's no greenbelt area with wheelchair
 18 access, if you want to improve the access, why not do it
 19 someplace where it doesn't require destruction of
 20 irreplaceable and endangered species habitat?

21 I think the biggest fallacy in this debate is,
 22 assuming there's anything meritorious about bicycle
 23 riding in and of itself, bicycling doesn't do any good
 24 for the environment per se. It's only beneficial to the
 25 extent that it replaces environmentally damaging car

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1 travel. But in this case the project requires new
 2 pavement, bridges, retaining walls, sacrificing trees
 3 and destruction of endangered species habitat. It's a
 4 lousy trade-off.

5 I urge you, as a bicyclist, please cancel this
 6 obscenely expensive, environmentally destructive
 7 boondoggle. Thank you.

8 REED SERLESK: My name is Reed Serlesk. I
 9 speak in favor of the alternate plan, and I certainly
 10 hope that the council and the Coastal Commission
 11 eventually adopt it. It, of course, involves weighing
 12 of environmental value, doesn't it? It's kind of
 13 fortunate that we're in a position to be able to engage
 14 in this kind of a debate. Santa Cruz is known for
 15 encouraging non-motorized travel, it's known for
 16 encouraging cycling. I mean that's one of the things
 17 we're here for, that's probably the good/weird Santa
 18 Cruz. And this project does it. It's a major way to
 19 get through Santa Cruz. I'm a cyclist and I'm also a
 20 walker and increasingly, unfortunately because of age, a
 21 motorist. But I'm afraid to ride on Soquel and I'm
 22 afraid to ride on Murray. And, you know, I just don't
 23 believe that any cyclist who does any cycling at all is
 24 terribly afraid of a few hills. You know, we can manage
 25 those hills that are in Arana Gulch.

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1 The intrusion of this project on Arana Gulch
 2 itself is very, very small. I mean if you take a look
 3 at it, how much are we saving overall? How much are we
 4 going to damage? Virtually nothing. I think that Santa
 5 Cruz probably would be weird in a really bad sense of
 6 the word if it turned this project down. Thank you.

7 COUNCILMEMBER ROTKIN: Thanks.

8 PAT MATEJEK: Madam Mayor, members of the
 9 council and the parks and rec commission. Please excuse
 10 the fact that I don't have much vocal cords tonight.

11 And actually Patti and Don and Jean and Michael
 12 and Vince have basically delivered the core of my
 13 personal message as well as the core of the comments
 14 that you will all be receiving on behalf of the Sierra
 15 Club.

16 But with the little air power that I have
 17 tonight, I'm going to address you on the subject of
 18 integrity. And I'm going to remind you that the whole
 19 concept of buying these pieces of property was initiated
 20 by citizens. Through an initiative process enough
 21 people signed these sheets circulated in the city of
 22 Santa Cruz to bring this forward, and it went on the
 23 ballot and it was passed by the residents 27 years ago
 24 in 1979. In that period of time, out of the five
 25 identified parcels, the city managed to acquire four

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1 through a variety of mechanisms. There's been a
 2 reasonably orderly process for all of the others, partly
 3 because of the way they came to the city; that there
 4 were deed restrictions, there was respect demanded by
 5 the seller for these properties, and they have been
 6 accorded that. Somehow it's only Arana Gulch, 67.7
 7 acres at the present time; that despite its size is the
 8 most biotically diverse of any of the greenbelts this
 9 city owns. It's the only one that has a plant on it
 10 that belongs on the city flag. It belongs on the county
 11 flag. And somehow it's being treated as -- as not a
 12 deficit, as a negative.

13 COUNCILMEMBER MADRIGAL: Liability?

14 PAT MATEJEK: Thank you. As a liability and
 15 not the asset that is it really is and could be.

16 In the orderly process accorded the other
 17 properties there was a greenbelt. There was a master
 18 plan process that went forward that amounted to
 19 identifying the sensitive habitats on them. And then a
 20 separate process came forward to evaluate a great list
 21 of proposed processes. There was a laundry list as long
 22 as any of us are tall for the things that just deserve
 23 to go into Pogonip. None of them ended up being deemed
 24 appropriate to go there. So there's always these
 25 conflicts.

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1 But this process somehow for Arana Gulch is 2 being held like a junk sale, that all these things are 3 jumbled and thrown together without adequate process. 4 It's not making for good process, it definitely is not 5 making for good economics. We see and we have seen in 6 this city severe cuts first and foremost in the parks 7 and rec department. We lost our pool for months at a 8 time, we've seen severe cutbacks to the teen center, 9 limitations on programs -- 10 MAYOR MATHEWS: Pat, your time's up. 11 THE CLERK: I'm sorry. 12 PAT MATEJEK: Other people have mentioned 13 building it. It's one thing that you get to use other 14 peoples' money, but maintenance is an ongoing 15 responsibility you'd have to bear. This is not a good 16 bargain. Thank you. 17 ROLF POT: Good evening. My name is Rolf Pot. 18 I live in Seabright and I've been there 28 years, own a 19 couple of properties there. 20 I have long been a supporter of a safe, level 21 bike connection through Arana Gulch. If I remember 22 correctly, the property was acquired with the intent of 23 putting in a bike path that would connect Broadway and 24 Brommer, which are both safe roads, in my opinion, for 25 bicycle riders. The opposition group of such a path Page 66	1 wonderful, wonderful project it was. It may be a little 2 bit deficient here, but we have the ways, the means to 3 make up the funding by selling off the residential piece 4 up next to the church. And, of course, that would be 5 just like when we sold the homeless garden project on 6 Phalen (phonetic) Road to finance some other stuff. 7 This is a great compromise. We have worked 8 very, very hard at this for years and years and years. 9 We've all bled. Certainly this is not for the most 10 experienced cyclists. 11 Emily, you may ride your bike on this. 12 COUNCILMEMBER REILLY: I may. 13 KEM AKOL: I can see you out there on your 14 bike, you know. And I know that for several other 15 people it would be wonderful to walk out there. 16 I just have to say, aside from my 17 representation as the bike committee -- commission, you 18 know, committee member, I want to say as a private 19 citizen at this point: We bought this property. We're 20 making payments on it. There's bonds. There's money 21 involved here. It's ludicrous to not develop it so that 22 the people can enjoy it. You know, until they start -- 23 like this other guy was saying, you know what, until 24 they start stuffing babies back into women's wombs, 25 there is going to be an enormous pressure on this and an Page 68
1 should keep in mind and be very appreciative of what the 2 alternatives could have been had this property not been 3 purchased by the city. I feel a significant compromise 4 was made when the eastern bridges were taken out of the 5 plan, thus giving up a level and serious east/west bike 6 connection. But at least with the Hageman bridge 7 remaining, there will be access from Seabright for all 8 Santa Cruz residents west of the park. This path will 9 have a positive impact on the environment by creating a 10 real alternative to car travel between Santa Cruz, Live 11 Oak and Capitola. Given access will not take away any 12 of its beauty, instead it will allow pedestrians, 13 bicyclists and wheelchair users to enjoy and utilize 14 this gem for many years to come. Thank you. 15 KEM AKOL: My name is Kem Akol, I'm the vice 16 chair of the RTC Bike Committee. And, once again, 17 unanimously we have voted to endorse this project, the 18 latest in our unanimous endorsements over the past 15 19 years. And I want to reiterate what some other people 20 have said: If you build it, they will come. 21 And let me just reiterate to you that you have 22 already spent 300-plus thousand dollars on this EIR, and 23 I believe that in order to get your money back you're 24 going to have to take some action on it. This is or 25 was, excuse me, a fully-funded bike path project and a Page 67	1 increasing pressure on these greenbelts. You know, 2 let's get real. We bought it. We paid for it. Let's 3 use it. And if it means we have to sell off a couple of 4 lots or something like we did with the homeless garden 5 project before, fine, it doesn't matter. We will move 6 the garden. 7 So we've all bled. We've been through this 8 process. It's been ongoing. This is a great 9 compromise. Susan, you've done a wonderful job here 10 and, you know, you don't look a day older for it. So 11 really, I've got to say, you guys are great. Okay. 12 Let's do it. 13 MAYOR MATHEWS: What doesn't kill you makes you 14 strong. 15 KEM AKOL: Here is the letter from the bike 16 committee. Thank you. 17 ANDREA CRISWELL: City council, park 18 commission, my name Andrea Criswell. And we've heard a 19 lot of talk about Arana Gulch -- sorry, about Arana 20 Gulch, which I think we all know about the big picture 21 of Arana Gulch. Not too many people have talked about 22 Hageman Gulch and where the actual bridge per se will be 23 going. Actually, they don't know for sure where the 24 bridge will be going. But in Hageman gulch there are 25 beautiful oaks, there are Eucalyptus trees, there are Page 69

1 beautiful black-tailed -- I mean red-tailed hawks that 2 live there in the Eucalyptus trees, in the oak trees 3 that I see every day outside my backyard, there are 4 wonderful squirrels, pigeons, all kinds of thing. 5 The bridge is just not going to magically 6 appear over Hageman Gulch. If you go down in my 7 backyard, you can see all the trees that have been 8 marked to be cut down in order to make way for the 9 bridge and the trails. It is going to totally change 10 the look of Hageman Gulch. I have had the blessing to 11 be able to live in this area for over 45 years on 12 Hageman Gulch. My family has lived there. And it's 13 been through the Brommer-Broadway Road and the previous 14 bike ways, and now we have the Hageman bridge. 15 I would encourage everyone to come out and look 16 at the west side entrance to see what it's actually 17 going to do to Hageman Gulch itself. Take a look at it 18 from that side. Most of the looking has been done from 19 the Arana Gulch side looking west. Come over on that 20 side and see what's going to happen on that side. Thank 21 you very much. 22 DEBBIE BULGER: Hi. My name is Debbie Bulger. 23 I don't live near Arana Gulch. I'm astonished, I'm 24 absolutely astonished that we're considering putting 25 paved paths on this greenbelt property. Would we put a Page 70	1 plant. And it's not there for every alternative. It 2 should be the first thing. So I think we need to go 3 back to the drawing board on this plant. 4 I bicycle a lot of places, but I'm not willing 5 to trade it in if it means running over endangered 6 species and eradicating them. I would like to see us 7 put our energy into a bike trail along the rail 8 corridor, and I think that will go a lot further than 9 just the quarter mile in the gulch. 10 You will have another thing coming before you 11 in a couple of weeks I think where we want to cut down 12 some more heritage oaks on this property as well for a 13 public works project. Please, let us exercise good 14 stewardship on this greenbelt property and take care of 15 it. Thank you. 16 PAT O'BRIEN: Hi, my name is Pat O'Brien. I'm 17 the president of the Santa Cruz City Youth Soccer Club. 18 The last time I appeared before some of you, not all of 19 you newly-electeds, it was to get the Depot project 20 passed through, and I thank you for that. If any of you 21 go down there, you see that it is used constantly. It 22 is one of the most popular projects that this city has 23 ever funded. It's been a great success. 24 And I think I'm here tonight to represent 25 another endangered species, the children of Santa Cruz. Page 72
1 paved path through the Pogonip? Would we put a paved 2 path through Moore Creek uplands and all of the 3 unbelievable gold fields that are up there? 4 I thought the greenbelts were supposed to be 5 natural areas. And this idea of paving them I just find 6 astonishing. When we did a new trail in the Pogonip and 7 it's a multi-use, and I'm not in favor of multi-use 8 trails, because people usually get run over on multi-use 9 trails. But we did put a new trail on the Pogonip that 10 is a horse and bike and pedestrian trail, and it's not 11 paved. I don't think we should be paving the greenbelt. 12 And I'm concerned about the precedent that it sets for 13 other greenbelt areas. 14 I'm also further astonished that our city, our 15 city with solar panels on our city hall is considering 16 taking -- that means killing -- a plant that is on the 17 endangered species list. I'm just astonished. And I'm 18 also astonished that we have a master plan for this 19 greenbelt area that every alternative should have a 20 tarplant management component. That should be the 21 premiere thing. We have an endangered species, 22 something that's only found in this area, in this park, 23 in this county. Nowhere else in the world. And the 24 first item under that management plan ought to be how we 25 are going to exercise good stewardship for that special Page 71	1 I would like you to consider as you go through projects 2 such as Pogonip, and now this one, that you think about 3 the playing fields for kids. Our club has about 1500 4 kids, one sport, one city. I also sit on the board of 5 directors for the league, which is countywide. There's 6 about 6,000 kids there, 800 of whom are out in the Live 7 Oak area, so that's kind of common with this project. 8 This project may not be the right project for this. But 9 I implore you in any future plan, and parks and rec 10 commission, to please consider the kids of Santa Cruz. 11 Thank you for your time. 12 MAYOR MATHEWS: Is there anyone else who would 13 like to speak who hasn't spoken? 14 Well, thank you all. And I do want to add 15 here, Susan gave me some information to convey to those 16 who were watching on television. Written comments are 17 still being received. They should be sent -- I guess 18 received -- sent so they can be received no later than 19 5:00 p.m. on April 14th by e-mail to S. Harris, 20 sharris@ci.santa-cruz.ca.us, that's being shown right on 21 the screen now, or can be mailed to Parks and Recreation 22 Department, 323 Church Street, Santa Cruz 95060, 23 attention Susan Harris. 24 So, again, we are still receiving comments on 25 the Draft EIR up until 5:00 p.m. on April 14th. Page 73

1 Are there any final comments that members of 2 the council or -- 3 COUNCILMEMBER ROTKIN: Don't ask, please. 4 MAYOR MATHEWS: -- or the commission? I want 5 you all to shake your heads no. 6 COUNCILMEMBER ROTKIN: It's too tempting. Go 7 ahead. 8 MAYOR MATHEWS: With that, then I will adjourn 9 the city council. 10 COUNCILMEMBER FITZMAURICE: Point of order. 11 You have got someone -- 12 COMMISSIONER POLLOCK: I did have something 13 that I wanted to say. It's been my experience that the 14 public has been -- expressed some concern about the 15 crime activity in Arana Gulch, and I wanted to have some 16 information about that. 17 MAYOR MATHEWS: That's an issue that you would 18 like to have addressed in the Draft EIR, is that right? 19 COMMISSIONER POLLOCK: And how the drug use and 20 the paraphernalia is affecting, and the litter and so 21 forth, so yes, I would. 22 MAYOR MATHEWS: I will mention -- and, Leslie, 23 you can tell me the date -- we do have a special meeting 24 set. I could look through all my stuff and find it. 25 The 4th of -- Page 74	1 certainly is another viable route that was mentioned by 2 at least one or two members of the public tonight that 3 would provide a very adequate and very attractive 4 bicycle path through Frederick Street Park, and then 5 turning back to the north, a ramp coming down to the 6 paved harbor area and going across to Brommer. 7 And my thought is that instead of a \$1.7 8 million project like that -- 9 COUNCILMEMBER ROTKIN: Point of order. 10 Point of order. My point of order is as follows: There 11 is no way Ed can make this comment without me responding 12 to it. If we want to get into that, we can do it, but I 13 think the question is: Is this -- he has a right, of 14 course, to his thoughts about it, but is this the 15 appropriate time? 16 MAYOR MATHEWS: I'm just going to let him make 17 his comments, and you can respond if you want. 18 COUNCILMEMBER ROTKIN: Okay. 19 MAYOR MATHEWS: Members of the public have made 20 very wide-ranging comments, not all just narrowly 21 focused on the Draft EIR, which is our goal. But -- 22 COUNCILMEMBER PORTER: Yeah, some sort of 23 questioning whether we should speak out on various 24 issues or not here tonight, I think raising points of 25 order to stop people from speaking doesn't exactly serve Page 76
1 THE CLERK: Tuesday. 2 MAYOR MATHEWS: This coming Tuesday. Yes. 3 Yeah. Specifically to deal with what we call our urban 4 park lands, and it would include our open spaces. It 5 also includes lots of smaller riparian corridors, kind 6 of what you would say miscellaneous green spaces 7 throughout the city having to do both with environmental 8 management issues and public safety issues, so I would 9 think that would be of interest to parks and rec 10 commissioners. And why don't we make sure that if you 11 haven't received information about that, that you do 12 because -- 13 COMMISSIONER POLLOCK: Thank you. 14 MAYOR MATHEWS: -- because, really, a lot of 15 those concerns are exactly what you are talking about. 16 COMMISSIONER POLLOCK: Thank you. 17 MAYOR MATHEWS: So you would be welcome to just 18 come and listen in on that. And I think that's a very, 19 very valid issue, not just for Arana, but for many, many 20 other public parks throughout your system. 21 Ed? 22 COUNCILMEMBER PORTER: Yes, I do want to have a 23 comment in the record, and that is regarding the route 24 of the bicycle path that's shown in this preferred 25 alternative. And I think it's unfortunate that there Page 75	1 the purpose of this body. So that's my response to the 2 point of order. 3 There is a superior route. It does go through 4 Frederick Street Park and turns back into the harbor 5 area, and it would not cost \$1.7 million. Maybe it 6 would cost one tenth of that or maybe one fifth of that, 7 or something like that. It did show, and it is in the 8 records of the city council, a slide show showing that 9 the difference in time that a bicycle would take to 10 follow that route, as opposed to this route, would be 11 something like 100 seconds longer, 1 minute and 40 12 seconds difference in time, for a savings possibly of a 13 million dollars. Not only that, but then the bridge 14 would not have to be built over Hageman Gulch, and the 15 despoilment of the tarplant area would not be necessary. 16 So I think those are worthwhile points of view to be put 17 into the record. 18 MAYOR MATHEWS: Okay. 19 COUNCILMEMBER ROTKIN: Madam Mayor? 20 MAYOR MATHEWS: It's your turn. 21 COUNCILMEMBER ROTKIN: And as was previously 22 discussed, the elevation change creates visual 23 impairment that would have to be studied and was not 24 responded to. It does not meet ADA requirements. 25 Hearing when Ed brought those ideas up, there was a Page 77

1 dispute between Ed's measurement and how high it was and 2 the staff who went out and scientifically measured it. 3 So there's disagreement whether or not in fact it's 4 feasible in the way that Ed's put it forward. We spent 5 a great deal of time talking about this, and the process 6 proceeded after that discussion, and then it got ruled 7 out for a number of very good reasons that had to do 8 with it basically not being an accessible path either 9 for bicycle riders who did not want to climb up a very 10 steep hill that was out of their way. It didn't in fact 11 give a good pathway across, which is the major purpose 12 of this project, a good pathway across between Santa 13 Cruz and Live Oak. So basically the project -- that 14 proposal, although it could be done, fails to meet the 15 basic intent why this whole project was started in the 16 first place. 17 MAYOR MATHEWS: Okay. 18 COUNCILMEMBER PORTER: That's not true. 19 MAYOR MATHEWS: Okay. Has everyone around the 20 circle had a chance? Rudy, you had your chance already. 21 COMMISSIONER HERNANDEZ: Well, I did. That was 22 about subjects that weren't -- 23 MAYOR MATHEWS: Go ahead. 24 COMMISSIONER HERNANDEZ: Considering the 25 subject at hand, which is the EIR, I'd like to ask the Page 78	1 construction. But, yes, there is a slope at that angle, 2 but it has to be a slope that's adequate for the ADA 3 access. 4 COMMISSIONER HERNANDEZ: I would like to 5 request that actually adding into maybe the future the 6 Final EIR, that those pertinent ADA requirements be part 7 of the body of this document, because they aren't at 8 this point, and also maybe how much grading would be 9 taking place. Because I believe ADA, isn't it like 7 10 percent, 5 to 7 percent the grade has to be? 11 AMY SKEWES-COX: I think it's 5. Is it 5? 12 MALE SPEAKER FROM AUDIENCE: It's 8.3. 13 AMY SKEWES-COX: 8.3. Thank you. 14 COMMISSIONER HERNANDEZ: Given the slope, the 15 drop, that there's going to have to be a considerable 16 amount of grading which isn't shown in that picture. 17 SUSAN HARRIS: We can certainly look at 18 providing additional information. The route, the reason 19 it actually goes -- curves fairly far north, it's trying 20 to follow the topo -- topographic line as much as 21 possible to minimize the grading. That's why it loops 22 further to the north. But we will, you know, look at 23 that and try to include as much information as 24 possible. 25 COMMISSIONER HERNANDEZ: That's all, Madam Page 80
1 consultant that did it -- 2 MALE SPEAKER FROM AUDIENCE: Could you speak 3 up, please? 4 CITY MANAGER WILSON: Use your mic. 5 MAYOR MATHEWS: Use your mic, Rudy, so others 6 can hear. 7 COMMISSIONER HERNANDEZ: Figure 4-5-5 shows a 8 visual simulation of the proposed paved multi-use trail. 9 And if I look at Figure 3-6, which shows the route of 10 the trail, it seems that there's a great deal of fall 11 that takes place on that trail. So that -- does that 12 simulation actually show what the trail would look like? 13 And if it does, is there going to have to be a 14 tremendous amount of grading at the bottom end of it? 15 Because I expect that each one of those lines on 3-6 16 represents two feet. 17 AMY SKEWES-COX: Well, the simulations were 18 done with a very accurate system of knowing the 19 topography changes and the proposed design. So the 20 image that you see in the simulation is what it would 21 look like in the future. And, yes, there would be some 22 grading, because there is a slope there. There is no 23 doubt. But the visual simulation is supposed to 24 represent what the amount of disturbance would be. Of 25 course, there would be some restoration after the Page 79	1 Mayor. 2 MAYOR MATHEWS: Great. Anyone else want to 3 make a comment? 4 COUNCILMEMBER REILLY: Question for -- it's 5 been brought up several times tonight, and I have 6 questions myself about what the effect of what's been 7 usually called benign neglect to the gulch is having on 8 the tarplant. But I'm not sure if it's been asked in a 9 formal way that is intended already to be responded to, 10 and so I'm wondering, if it has been -- if it hasn't, 11 then I want a formal request that you answer that 12 question as well. Do you know -- are you following what 13 I'm talking about? 14 MAYOR MATHEWS: Let me just ask the question. 15 The Draft EIR is to comment on the plan and the future 16 and not past management practices, is that correct? 17 STAFF AMY: That is correct. However, in the 18 environmental setting section we can talk about what's 19 happened in the past in terms of current studies to the 20 tarplant. 21 COUNCILMEMBER REILLY: That is part of the 22 reason, I'm guessing, for why the tarplant has been 23 going steadily down in past years. But maybe I'm wrong. 24 STAFF AMY: Well, there are a number of 25 reasons, and I think that has been, or if it hasn't been Page 81

D-18

D-19

1 addressed, it can be addressed in more detail in the
 2 setting section of the EIR.
 3 SUSAN HARRIS: I might also add that the
 4 tarplant management program, which is included as an
 5 appendix is actually a shortened version of a -- excuse
 6 me, of a document that is far lengthier, that is far
 7 more technical, and the city has undertaken some
 8 management actions in the past, but it has been limited.
 9 We only have an interim plan. There has not been
 10 substantial funding for this. And certainly there needs
 11 to be consensus amongst both the agencies and a
 12 specialist or botanist about what is actually the
 13 correct management action.
 14 So this document, I just might add, it's only
 15 some sections that are included as the appendix, but
 16 this document, which was prepared by Dr. Bruce Pavlik,
 17 would be available and would actually guide the
 18 management program, and has a lot more information about
 19 what's been done in the past, what might be successful
 20 in the future.
 21 COUNCILMEMBER REILLY: Thank you, Susan.
 22 MAYOR MATHEWS: I was actually somewhat
 23 involved during the period that that was developed, and
 24 we tried a few things, and really it's, to some extent,
 25 trial and error, really. You try mowing, you try

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1 burning, and -- you know, the idea was to create the
 2 conditions for the tarplant to propagate. But you do
 3 have to do some trial and error to see what works.
 4 Okay. Any other comments? Then I will adjourn
 5 the city council from its regularly scheduled meeting of
 6 March 28th to a special meeting regarding urban park
 7 lands renewal -- there it is right in front of me --
 8 Tuesday, April 4th, 2006 at 3:00 p.m. at the central
 9 branch public library. Here's your location. And the
 10 next regularly scheduled meeting is on April 11th, 2006
 11 for a closed litigation session at 1:30 p.m. -- don't go
 12 away, Robert -- in the courtyard conference room
 13 followed by an open session at the approximate hour of
 14 3:00 and 7:00 p.m. in the city council chambers. And
 15 you get to read that part.
 16 CHAIRPERSON POEN: Parks and Rec Commission
 17 will adjourn from this special meeting, March 28th,
 18 2006, to the next regularly scheduled meeting on Monday,
 19 April 3rd, 2006, at the approximate hour of 4:00 p.m. in
 20 city council chambers.
 21 MAYOR MATHEWS: We're done.
 22 (Time Noted: 10:14 p.m.)
 23 --o0o--
 24
 25

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1 CERTIFICATE OF REPORTER
 2 I, KELLI A. RINAUDO, do hereby certify:
 3 That I am a Certified Shorthand Reporter, CSR
 4 No. 6411 RMR/CRR in and for the State of California;
 5 That said meeting was taken at the time and
 6 place set forth, and the testimony of said meeting was
 7 reported by me, a Certified Shorthand Reporter, and
 8 was thereafter transcribed by computer under my
 9 direction into booklet form;
 10 That I am a disinterested person, not being in
 11 any way interested in the outcome of said action, nor
 12 connected with nor related to any parties in said
 13 action, or to their respective counsel, in any manner
 14 whatsoever.
 15 Executed April 14, 2006.
 16
 17

KELLI A. RINAUDO, CSR #6411 RMR/CRR

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- Response D1: The issue of archaeological resources is addressed in Section 4.10 of the Draft EIR. The area that was originally part of the City's land that was zoned for residential and other uses is now proposed to be a part of Arana Gulch as noted in the EIR. Rezoning is part of the project.
- Response D2: These comments address the Master Plan rather than the DEIR.
- Response D3: The issue of the crossing of Arana Gulch Creek is addressed in Master Response No. 2.
- Response D4: Comment noted regarding grazing. This issue is addressed in Section 4.2 of the DEIR.
- Response D5: Refer to Master Response No. 2 regarding management efforts related to the Santa Cruz tarplant. Also, refer to the responses to Letter C29.
- Response D6: Refer to the responses to Letter C7 and C28.
- Response D7: Refer to Master Response No. 2.
- Response D8: Refer to Master Response No. 3 regarding trails in Environmentally-Sensitive Areas (ESHAs).
- Response D9: Refer to responses to Letter C7 and C28.
- Response D10: Refer to Master Response No. 6 regarding riparian setbacks.
- Response D11: Refer to responses to Letter C11.
- Response D12: Refer to responses to Letter B4.
- Response D13: This comment addresses the Master Plan rather than the DEIR.
- Response D14: Refer to the response to Letter B4.
- Response D15: Refer to Master Response No. 4.
- Response D16: Refer to responses to Letter No. C25.
- Response D17: Refer to responses to Letter No. C10 and C16.
- Response D18: Refer to Response to Comment C25-6.
- Response D19: Refer to the text in the DEIR on page 4.2-28 regarding the reasons for the decline in populations of the Santa Cruz tarplant and Appendix A of the Arana Gulch Master Plan.